



## **Questions about the proposed bus gates, focussing mainly on that for Worcester Street**

How much modelling has been done about the likely impacts of the bus gates?

Do you have any idea how much traffic may be displaced on to the A34 and A40?

Has the County Council been in discussions with Highways England about the likely increase in traffic on to the A34 as a consequence of the bus gate(s)?

Have you any idea of the increase in traffic on the Abingdon Road and Botley Road as a result of the proposed Worcester Street bus gate?

Have any discussions been held with any city centre, Botley Road, Walton Street and Little Clarendon Street businesses, the colleges, other institutions and Oxford University about the proposed bus gates?

How is it going to be possible to distinguish private cars (not being used for business purposes), from commercial vehicles, which need access for deliveries and services?

Do you know the likely impact on delivery and service vehicles, in terms of time and expense, if they are not allowed through the bus gates?

Has the County Council determined the extra mileage and extra time vehicles will be using roads to get around the bus gate(s)?

Do you know the likely impact on businesses in the city centre and how many people are likely to transfer more of their shopping to other towns and cities, out of town shopping centres and the internet?

What percentage of users of the shoppers car parking at the Westgate normally come from north of the proposed gate?

Walton Street Traders know from their turnover figures, before the Covid-19 measures came in, that the closure at the southern end of Walton Street had a dire impact. Won't the introduction of the bus gate mean that they will now receive even less customers from south and west Oxford?

Waitrose and its generous car park in the Botley Road was given planning permission by Oxford City Council, to help secure John Lewis as the anchor store in the Westgate? Waitrose will know, most probably, how many of their customers come from the "wrong side" of the proposed Worcester Street bus gate. Do you?

Can you explain how the bus gate measures in these difficult times for retailers, restaurants and many others in Oxford, are going to help businesses turn the tide?



Has the County Council calculated the number of non-retail businesses in and around the city centre that move their businesses out because of the impact of the bus gate(s) on their operations?

Do you know the impact on people trying to access Oxford Railway Station from the north of the proposed Worcester Street bus gate?

How are patients who live west of that bus gate, and who lost their GP surgery in the Botley Road a few years ago when it was moved in to the new super health centre in Jericho, going to get to that health centre?

How are people living to the south and west of the proposed bus gate, and who for one reason or another would find it difficult to use the bus service, going to get to the JR and other Headington hospitals?

Will there be special dispensation for the disabled? What about the infirm?

Graham Jones

**ROX** – backing **oxford** business

07/07/20